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**TEMPORARY CONSTRUCTION ACCESS
FORD LANE, YAPTON, WEST SUSSEX**

**DESIGNER'S RESPONSE TO ROAD
SAFETY AUDIT STAGE 1/2**



TEMPORARY CONSTRUCTION ACCESS, FORD LANE, YAPTON, WEST SUSSEX

DESIGNER'S RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

ON BEHALF OF CLIENT

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October 2020

SUMMARY SHEET

Title: Designers Response to Road Safety Audit Stage 1/2

Project: 18-344

Report No.: 18-344-14

Date: October 2020

DOCUMENT CONTROL SHEET

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	First Issue	LH	LH	LH	LH	25/09/2020
A	WSCC responses added and format updated	SG	LH	SG	LH	13/10/2020

DESIGNER'S STATEMENT

A Combined Stage 1 and 2 Road Safety Audit was carried out on the Temporary Construction Access for the new development off Ford Lane, Yapton.

The Audit was undertaken by M & S Traffic Ltd and the audit team identified items for review.

I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes

Signed:



Date:

13 October 2020

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.0	ITEMS RAISED BY THE STAGE 1&2 AUDIT				
3.1	GENERAL				
3.1.1	PROBLEM				
	Location: At the proposed access. Summary: Ponding of surface water could lead to loss of control collisions. Kerblines are being amended as part of these proposals, and the land slopes towards Ford Lane. No details have been provided regarding the proposed carriageway drainage, where inadequate drainage provision could cause possible ponding, which could lead to loss of control collisions.	It is recommended that drainage details and carriageway profiles should be such that surface water is shed to an appropriate surface water system.	No kerb lines are being amended as part of the works as there are no kerb lines on the southern side of Ford Lane in the area of these works. The existing road (not being kerbed) drains into landscaping adjacent to the road. For the short section of the temporary construction access any localised surface water will be guided by the existing road long fall past the temporary construction access to the next area of landscaping.	Designers response is acceptable and has also now been 'noted and accepted' by auditor.	No further action required.

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.2	LOCAL ALIGNMENT				
3.2.1	PROBLEM Location: At the proposed access. Summary: Insufficient carriageway space could lead to rear end shunt head on or side impact collisions. The proposed temporary access is shown as being 5.5m in width and has a 6m radius on the south eastern side of the junction. Swept paths provided show marked deviations in paths taken to make the turns into and out of the temporary access., which could lead to head on collisions. There is concern that at 5.5m in width with the current radii that two-way HGV operation of the access will not be possible.	It is recommended that the temporary access and associated radii should be capable of accommodating simultaneous two-way HGV movements.	The junction layout is typical for this type of access/use. Provision of a layout to simultaneously accommodate two HVGs would make the access unnecessarily oversized and could lead to increased vehicle entry/exit speeds.	Radii and width have been increased to accommodate 2 way HGV's	Access widened to 6.5m and junction radii increased to accommodate 2 way HGV's.

DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	This could lead to vehicles stopping or reversing onto Ford Lane, which could lead to rear end shunt head on or side impact collisions.				
3.3	JUNCTIONS				
3.3.1	PROBLEM Location: At the proposed access. Summary: Insufficient visibility could lead rear end shunt head on or side impact collisions. Ford Lane is subject to National speed limit, visibility splays have been provided for 34m and 43m for the proposed access, which may be insufficient for the vehicle approach speeds. Further, no forward visibility splays have been provided for vehicles waiting to turn right into the proposed access	It is recommended that forward and junction visibility splays should be commensurate with traffic speeds. Further that forward visibility splays and traffic speeds should be provided for assessment.	Visibility splays are provided/based on a 30mph speed limit. This will be the revised speed limit as part of the future/final works.	Various splays have been demonstrated, including MFS 30mph and DMRB 60mph splays. The Western DMRB splay slightly runs over 3rd party land, however the western approach is from a T-junction and traffic speeds are expected to be slow (Confirmed with speed data undertaken in 2014) particularly as there will be traffic management for the construction access. Therefore, the 30mph splay to the west is acceptable.	No further action required.

DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	where visibility is restricted see figures 1 and 2 below.  Insufficient visibility splays and forward visibility splays could lead to rear end shunt head on or side impact collisions.  Figures 1 and 2: Restricted visibility.				

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3.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING				
3.5.1	PROBLEM Location: Approaches to the temporary access. Summary: Lack of warning of traffic accessing/egressing the site could lead to rear end shunt head or side impact collisions. No advanced road signing of the construction access has been provided where forward visibility of the temporary access is restricted. Road users on Ford Lane may not expect the slowing and turning of HGVs accessing and egressing the site, this could lead to rear end shunt head or side impact collisions.	It is recommended that signage should be provided to warn and inform of the construction access.	Please note response to item 3.3.1 above. We will also pass these comments on to the contractor to ensure suitable signing is provided as part of their traffic management plans, layout and strategy.	Designers response is acceptable and has also now been 'noted and accepted' by auditor.	Comments to be passed on to contractor to ensure suitable signing is provided.